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# The China Mail.

ESTABLISHED 1845



No. 17,324

雙七廿月一十年八百九千九百零英

HONGKONG, WEDNESDAY NOVEMBER 27, 1918

午戌大庚年七國民年中

PRICE \$3.00 Per Month



NOTICE

AN EUROPEAN Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 10 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce all Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

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NORTH BRITISH & MERCANTILE INSURANCE CO., WHICH ARE VICTED THE SHARE OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970.857

I—Authorized Capital £2,000,000  
Subscribed Capital £2,000,000  
Paid-up Capital £2,487,500  
II—Fire Funds... 3,857,047  
III—Life & Annuity Funds... 17,567,590  
Sinking Fund Account... 128,930

£23,970.857

Revenue Fire Branch... £3,381,458  
Life & Annuity Branches... 2,141,593  
Revenue Marine Department... 837,233  
Other Receipts... 478,940

£5,339,293

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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TIME TABLE.

WEEK DAYS.

1.00 a.m. to 8.00 a.m...Every 15 minutes.  
8.00 a.m. to 9.00 a.m...Every 10 minutes.  
9.30 a.m. to 10.00 a.m...Every 15 minutes.  
10.30 a.m. to 11.00 a.m...Every 15 minutes.  
11.30 a.m. to 12.30 p.m...Every 30 minutes.  
12.45 p.m. to 1.15 p.m...Every 10 minutes.  
1.45 p.m. to 2.15 p.m...Every 10 minutes.  
2.30 p.m. to 3.00 p.m...Every 15 minutes.  
3.30 p.m. to 4.00 p.m...Every 30 minutes.  
4.30 p.m. to 5.00 p.m...Every 15 minutes.  
5.00 p.m. to 6.00 p.m...Every 10 minutes.  
6.00 p.m. to 7.00 p.m...Every 15 minutes.  
7.00 p.m. to 8.00 p.m...Every 10 minutes.  
8.30 p.m. to 9.30 p.m...Every 15 minutes.  
9.30 p.m. to 10.30 p.m...Every 15 minutes.  
10.30 p.m. to 11.00 a.m...Every 10 minutes.  
11.30 a.m. to 12 noon...Every 15 minutes.  
12.00 noon to 12.30 p.m...Every 10 minutes.  
12.30 p.m. to 1.30 p.m...Every 15 minutes.  
1.30 p.m. to 2.15 p.m...Every 10 minutes.  
2.30 p.m. to 3.00 p.m...Every 15 minutes.  
3.30 p.m. to 4.00 p.m...Every 30 minutes.  
4.30 p.m. to 5.00 p.m...Every 15 minutes.  
5.00 p.m. to 6.00 p.m...Every 10 minutes.  
6.00 p.m. to 7.00 p.m...Every 15 minutes.  
7.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS EXTRA CARS.

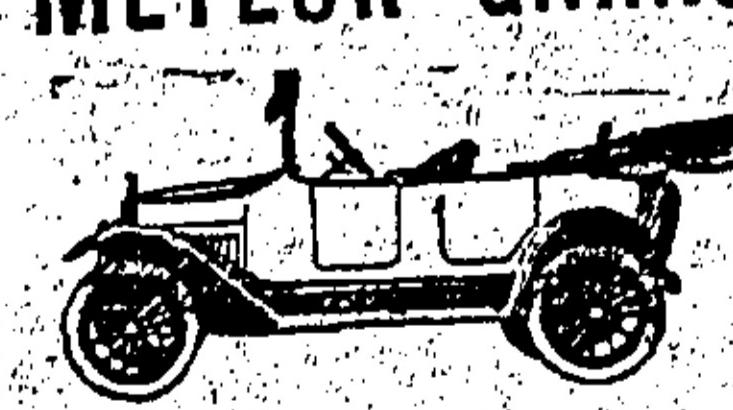
1.30 p.m. and 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central. Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment thereafter has been made in Bank Notes or by Cheque or Compradores order representing Bank Note.

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WEDNESDAY NOVEMBER 27, 1918.

# THE CHINA MAIL.

## OVERCROWDING IN HONGKONG. A STRONG PLEA FOR ACTION.

INTERESTING SPEECH BY  
MR. F. B. L. BOWLEY.

At the usual fortnightly meeting of the Hongkong Sanitary Board yesterday, Mr. F. B. L. Bowley moved the following resolutions:

- (1.) That in order to relieve the congestion of the overcrowded districts of the City of Victoria and Kowloon, which constitutes a serious danger to the public health, the Board recommends the Government:-
  - (a) To take steps by levelling up undeveloped Crown Land at Kowloon and elsewhere and constructing and laying out suitable roads, and by all other means in its power, to expedite and encourage the provision of healthy and cheap houses for the working classes, to which the surplus population of the congested districts should be transferred.
  - (b) To undertake the systematic resumption and reconstruction of the most insanitary portions of the City.
- (2.) That the Board, apprehending the possibility of a serious epidemic occurring in the Colony, requests the Government to restore the Sanitary Staff to its full complement as soon as possible by the temporary engagement of suitable persons from outside the Civil Service, in order to prevent the routine work of the Department falling into arrears."

Mr. Bowley delivered a lengthy speech on the subject in the course of which he said: Although the inseparable questions of Housing and Overcrowding have been very freely discussed in the Colony recently, I think you will agree with me that it is desirable for this Board, which is charged with the duty of safeguarding to the best of its ability the Public Health of the Colony, to have an opportunity of expressing an opinion and making recommendations on these all-important subjects.

On the 6th August, in speaking to the estimates for next year, then before the Board, I drew attention to the subject of over crowding, and made various suggestions towards its relief.

Since that date the whole aspect of the world has changed. We were then overshadowed by the blackest war-clouds, and the war monopolised our attention and exhausted our energies; we are now basking in the sunshine of an assured and victorious peace. The period of destruction has ceased, and a new era of reconstruction has dawned.

H.M. the King reminded the Imperial House of Parliament last week that all classes of his people now have an opportunity of inspiring and guiding the beneficial undertaking of reconstruction. Mr. Lloyd George and Mr. Bonar Law include extensive reclamation schemes and comprehensive housing schemes in their joint programme, and although this Board would not presume to seek to guide our local Government, we can, and I think we should, endeavour to the best of our ability to inspire the Government with reasonable suggestions towards the improvement of housing of the population of the Colony.

That there is urgent need for some improvement in the Public Health is shown by the significant fact that, although the Colony has escaped any serious epidemic this year (except the cerebro-spinal fever, which, though alarming, did not affect the death-rate very materially), the average mortality for the first ten months of this year is about 30 per thousand per annum—a rate which has been well maintained during the current month.

On the 6th August I pointed out that the estimates for 1919 were evidently framed with the strictest economy with a view to another year of war, and I refrained for that reason from pressing for many improvements which this Colony sorely needs.

Now we can look forward with considerable confidence to a year of peace, and consequently, although it is most desirable that economy should be observed, we hope not to be any longer under the grinding necessity of scrimping every cent spent on public improvements.

The local Budget debate revealed that this Colony is the fortunate possessor of overflowing coffers, and that (after making very large remittances to the Imperial War Chest) a surplus of Revenue over Expenditure of no less than one and a quarter millions of dollars is anticipated at the end of this year, and a further surplus of more than two millions at the end of 1919.

Now, ladies and gentlemen, I anticipate that this Colony, conscious of its patriotic duty to the Empire, which has borne so heroically the burden of the last four years, and the neighbourly character of its relations with the rest of the world, will be desirous that so many of them are sparingly exercised.

Imperial Government, and I do not propose to suggest any expenditure which would encroach on such a laudable wish. But we hope that next year it will be unnecessary to dispose of our surplus revenue, and the question then arises, how such revenue can best be applied in the interests of the Colony.

The recently published report of Lieut. Olitsky has corroborated in the most striking manner the remarks I made on the 6th August with regard to the danger of overcrowding in the Colony. His Excellency the Officer Administering the Government in laying this report on the Council Table on October 17th drew forcible attention to passages in the report dealing with overcrowding, and, after pointing out the work involved and expenditure entailed in dealing with this question, he said:

"The task of correcting the errors of the past will, however, have to be faced, if the community is to be protected against epidemics of serious disease."

The problem of overcrowding is not a new problem for Hongkong; overcrowding has probably existed in a greater or less degree from the earliest days of the Colony—owing partly to the configuration of the land, and partly, to the innate tendency of the poorer classes of the Chinese to huddle together, believing, no doubt, that there is safety in numbers. The natives also find warmth in numbers, and this natural desire for warmth tends to aggravate overcrowding in cold weather.

Enquiry after enquiry has been held, report after report published, and Ordinance after Ordinance passed, "with the object of curing this sense of the body politic, but, in spite of all this endeavour, the population continues to outstrip the available accommodation, and the density of the surface crowding seems to be worse than ever."

### CONDITIONS WORSE THAN EVER:

In 1902 Mr. Osbert Chadwick, the Sanitary Expert, had no hesitation in saying that the then conditions of Victoria were, as regards overcrowding, rather worse than better than they had been in 1882, and in 1918 I think that it may be safely said that in this respect the City of Victoria is in a worse condition than ever was before.

There is nothing new in the facts to which Lieutenant Olitsky draws attention so vividly. All of us who have any acquaintance with the problem were aware of its danger; but the report has added at least one additional "ring to the 'fife'" proving conclusively that overcrowding, which encourages and aggravates the spread and intensity of so many of the well-known diseases, is a primary cause in the cultivation and spread of this unfamiliar disease known as cerebro-spinal fever; and since the report was published we have been told on very good authority that overcrowding is a most dangerous factor in the threatening epidemic of influenza.

Dr. T. Woo, of Edinburgh, in a very interesting and concise lecture on the Prevention of Tuberculosis recently delivered at the Chinese Y.M.C.A., (lecture which I think that public-spirited body should print and distribute broadcast), said that inhaling the germs through the mouth is certainly the most common way of infection of tuberculosis, and it is well-known that tuberculosis is widely prevalent in the city, and that overcrowding is the best means of cultivating every variety of that disease.

Every school-boy, and every school girl in Hongkong knows, or should know, of the danger of overcrowding, as the text-book on Hygiene issued by the Government for the use of Hongkong schools explains this clearly. In that text-book it is laid down that every adult requires 1,000 cubic feet of fresh air every 20 minutes, and that the amount of cubic space required for each adult in a house is 1,000 cubic feet.

Yet the law allows houses containing cubicles, in which the air can never be called really fresh, to be occupied in the proportion of one adult to every 500 cubic feet, or, if there are no cubicles, every 330 cubic feet.

Such is the minimum requirement of the law, and, although it is barely one-third of the quantity of air laid down as essential to health, we know that floors which might legally accommodate from 7 to 9 persons are habitually occupied by from 18 to 20 persons.

Not only is each cubicle usually filled with bed-boards, but even the passages and gangways are blocked with bed-boards; each flat is a scene of misery of humanity, inhibiting the infection of each other's breathing and running every risk of contagion. The widows and doors closely shut to prevent robbery; and these miserable creatures have usually only one common smoke-begrimed kitchen seven feet square, in which to perform their abominations, cook their food, and obey the calls of nature. Is it wonderful that in such a congenial atmosphere many persons fall sick to any disease that may attack the air on in the houses and their neighbours? However, it is not wonderful that so many of them are derelict, that so many of them are

In addition to the internal overcrowding, we have in Hongkong surface overcrowding of the very worst kind. In 1900 the Medical Officer of Health pointed out that the average density of the whole City of Victoria was more than double of Glasgow, the most densely crowded town in the United Kingdom, and there had been very little improvement in the poorest districts since that date.

Lieutenant Olitsky also refers to the fact that Canton is far less crowded, and, consequently, is more healthy than Hongkong. This fact has long been known to us, but it is none the less a standing disgrace to this outpost of Western civilisation.

### THE PRESENT LAW.

It is true that in 1903 the Government introduced a new Public Health and Building Ordinance, drafted by Professor Simpson and Mr. Osbert Chadwick, which effected an enormous improvement in the law on the subject. Again in 1908, as the result of another enquiry, further extensive amendments were made in the law with a view to improving the sanitary condition of the Colony, and, although the law as it stands, must be regarded more as a compromise between the clashing interest of the landowner and the tenant than as an ideal Code of Sanitation, it is a long way in advance of pre-existing legislation; and, if its provisions were more fully availed of, enable the Colony to wipe out the dark stains of the insanitary areas.

Under the present law there are three classes of houses:—(a) those existing on 1st February, 1903; (b) those erected since that date on Crown Land leased before that date; and (c) those erected since that date on Crown Land leased after that date.

There is little to complain of in Class (c), as such houses must not exceed in height the width of the street on which they front, and must be provided with an open space equal to at least half the built-over area and a scavenging lane; such houses cannot produce excessive surface over-crowding.

Houses in Class (b) are not satisfactory, but they are an improvement on the older type; the height in Class (b) may be 1½ times the width of the street and the open space provided must be at least one-third of the built-over area, and a scavenging lane is generally required.

Houses in Class (a) are many of them villainy rookeries of 3 or 4 storeys, fronting on narrow lanes, and provided with no open space except a narrow funnel of a back-yard, 7 feet square, into which little air and less light can penetrate, and which has no direct communication with the streets. This back-yard naturally becomes the receptacle of all kinds of refuse and filth, which are only removed about once a year when the sanitary cleansing gang rath on their rounds. Houses of this class have been condemned over and over again by sanitary experts, medical officers, and many others, and it is in these houses which must be reconstructed that the Colony is ever to be healthy.

### GOVERNMENT'S POWERS.

Now, the Government has drastic powers of resumption of these insanitary buildings, but has hitherto hesitated to use these powers—partly out of consideration for the owners, and partly on the ground of expense.

I have no quarrel, gentlemen, with landlords as a class; as in all other walks of life, there are good landlords and bad landlords, so are there good tenants and bad tenants. That landlord who constructs or maintains healthy houses takes an interest in the welfare of his tenants, and is content with a fair remuneration on his capital is a benefactor of the human race, and it is necessary to our existence as the farmer who feeds us.

But I have no sympathy with the owner of insanitary buildings, still less that owner who is either an absentee or a corporation (with no soul to be damned), least of all when the insanitary houses are farmed out in blocks, and neither landlord, lessee, nor sub-lessee has any interest whatever in the property except to squeeze the last cent out of the long-suffering tenant and evade the vigilance of Building Overseer and Sanitary Inspector. During the last few years these landlords have reaped a rich harvest from their long-suffering tenants, out of which they can well afford to reconstruct their houses on healthy lines. Against this class let the Government proceed with the utmost rigour of the law, and the great mass of public opinion will support their action.

The machinery exists, and there are experienced officers in charge, the only difficulty is the Treasury.

I do not hesitate to say that, if the Medical Officer of Health and the officer in charge of the Building Ordinance were allowed a free hand to put the law in operation in this City, the insanitary areas would soon begin to make way.

But however insanitary the property is, resumption requires money, and I think that stage has been reached when this Board should urge the Government to devote large sums yearly to this vital object. Money is spent is not lost, the sites of the insanitary houses, rearranged on modern lines, can be sold at good prices for the erection of healthy houses, and the general prosperity of the Colony is also promoted.

In many cases, also, it is only just that adjoining owners whose houses would be benefited by the removal of the insanitary buildings should bear, if not the whole, at least a large proportion of the cost of resumption instead of securing (as they do now) a valuable increased inheritance at the public expense. This principle, I trust, will be adopted.

On the recommendation of this Board, to undertake the demolition of the upper storeys of every third house in an insanitary block, and to recover the cost of the work from the adjoining owners whose houses will be enhanced in value by the additional light and air rendered accessible. This principle might easily be extended to cover all resumptions by an amendment of the Crown Lands Resumption Ordinance.

So far as I am aware, no considerable resumptions of insanitary property in the City have been undertaken in recent years, nor are any contemplated by the Government in the immediate future. The reason put forward for inaction in the past has usually been want of money, and the Government had pointed out the enormous sum which have been expended, and very necessarily and advantageously expended, first on the Railway, then on the Typhoon Shelter, and last but not least on Water-works.

These great works having been successfully accomplished, the Government is now turning its attention to roads and communications and quays for Government servants. Next year's programme of Public Works Extraordinary shows an expenditure of over £2 millions on these and other important works.

Both resolutions on being put to the meeting were carried.

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JACOB PETERS, who is responsible for sending hundreds of men and women to execution in Moscow a couple of months ago, is the man who was suspected of having been concerned in the Bounds-ditch murders in December 1910, and with the Sydney street affair in January 1911.

He was born in 1888 in Coulansk, and came to this country in 1909, when he secured employment as a presser with a firm of wholesale second-hand clothes dealers in North London, now carrying on business in Whitechapel.

On December 22, 1910, Peters was arrested on suspicion of having been concerned in the murder of three police officers by shooting them at Bounds-ditch on December 16, and with others, he was committed for trial at Central Criminal Court in April 1911.

The evidence against him was that he was seen, with a man named Luboff, assisting George Gardstein, one of the principals engaged in the murders, who had been accidentally shot by an accomplice. There was evidence that he had been in the company of some of the persons engaged in the murders before and after the committal of the crime.

The defence was an alibi, and it was suggested that Peters was mistaken for his cousin Fritz Svan, his double, who was undoubtedly engaged in the murders. Svan lost his life in resisting arrest at Sydney-street on January 2, 1911.

A "FUMOUS ANIMAL."

At the trial the Judge said that there was an element of doubt in the evidence, and Peters was acquitted. Afterwards he returned to his old firm, with whom he remained until April 1917.

On May 1 of the same year the London Russian Delegates' Committee sent Peters to Russia.

Soon after Peters arrived in Russia he became a Bolshevik. After the November Revolution, when the Communists came to power, he occupied a post in the Foreign Office, but it was only later that he achieved world notoriety as the President of the Committee for Combating Counter-Revolution and Sabotage.

This organisation has unlimited power for dealing summarily with all who oppose the Soviet authority, and Peters, in his position, has power of life and death over anybody in Russia.

A neutral who visited him lately on a number of occasions to plead for the lives of innocent people, said that he had become a mere furious animal, signing death warrants all day, often without knowing what he was signing.

In 1913 Peters married an English girl, and since his departure for Russia she has received no letter from him, the last being at the end of the year. She had also heard of him indirectly through friends who had returned from Russia. Before leaving England on September 25 he sent his secretary to Mrs. Peters, with an offer that she might accompany the Bolshevik party if she chose, but she refused.

### AIR ROUTE COMPANIES.

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The Eastern Aerial Services, Ltd., and the Anglo-Continental Cairo and Eastern States Air Routes, Ltd., have been registered at Somerset House. The capital in each case is £100 in 21 shares, and this small amount, as well as the impossibility of establishing commercial air services during the war, suggests that the principal immediate object is to secure the title.

The objects as defined in the memorandum of association are to establish and work lines of aerial communication between the United Kingdom and European countries, and Egypt and the Eastern States, on behalf of other places, to manufacture and deal in aircraft, to act as tourist agents and contractors &c.

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MR. ALABASTER SECONDS THE MOTION.

Mr. ALABASTER seconded the motion. In a short speech he said that the demand which had been made for a commission to inquire into and report on the housing problems was granted, and that the Royal Commission was to be given power to inspect and report on the administration of the Royal Commission.

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THE CHINA MAIL.

WEDNESDAY NOVEMBER 27, 1912.

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GANGA MARU Wednesday, 18th Dec.  
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RAJUKU MARU Sunday, 30th Nov.  
MAURITIUS DELAGOA BAY, DURBAN.  
INDUS MARU Wednesday, 25th Dec.  
BOMBAY, COLOMBO—Regular fortnightly service via Singapore.  
KOFUKU MARU Thursday, 28th Nov.  
BATAVIA, SOURLABAYA, SAMARANG—Monthly direct service.  
SEISEN MARU Friday, 29th Nov., at Noon.  
TAMON MARU No. 12 Tuesday, 3rd Dec., at Noon.  
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Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.  
AFRICA MARU Saturday, 30th Nov., at 1 p.m.  
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SOSHU MARU Thursday, 5th Dec., at 8 a.m.  
For KEELUNG via SWATOW and AMOY.  
KAIJO MARU Sunday, 1st Dec., at 10 a.m.  
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above 1st Dec.  
above 1st Dec.  
above 1st Dec.

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C. N. C.  
CHINA NAVIGATION CO., LTD.

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FOR  
SHANGHAI SUNGKU Nov. 28, at Noon.  
SWATOW & BANGKOK CHINCHOW Nov. 29, at 8.30 a.m.  
WEIHAIWEI & TIENTSIN YUNGHOW Dec. 1, at Noon.  
SHANGHAI SETHIAN Dec. 3, at Noon.  
SHANGHAI SUTUNG Dec. 5, at Noon.  
SHANGHAI LINE—PASSENGERS, MAIL & CARGO. Excellent  
Saloon accommodation; Amidships; Electric Light and Fans in Saloon and  
Staterooms. Regular schedule service between Canton, Hongkong and Shanghai,  
taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Passengers are landed in Shanghai avoiding the inconvenience of transhipment at  
Wusong. For Freight or Passage, apply to

BUTTERFIELD & SWIRE  
AGENTS

Telephone No. 51.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR  
SINGAPORE, PENANG & CALCUTTA LINER WEDDAY, Nov. 27, at 3 p.m.  
HAIPHONG via HOIHOW LOKSANG THURSDAY, Nov. 28, at 8 a.m.  
MANILA LOONGSAM FRIDAY, Nov. 29, at 3 p.m.  
SINGAPORE & PENANG, VAN WAERWICK FRIDAY, Nov. 29, at 3 p.m.  
SHANGHAI WINGSAM FRIDAY, Dec. 5, Daylight.  
MANILA MUSANG FRIDAY, Dec. 6, at Noon.  
MANILA YUNENSANG FRIDAY, Dec. 6, at 8 p.m.  
CALCUTTA LINER—This line is temporarily disorganized owing to the war  
but at present a monthly service is maintained with Calcutta by the  
vessel "Kwaihsing" and "Vittim" calling at Singapore and Penang. The former  
vessel has excellent passenger accommodation, is fitted with Electric Light  
and Fans and carries a fully qualified Surgeon.  
BINGAPORE LINER—The vessel "Van Warwick" leaves for Singapore approxi-  
mately every fortnight. This vessel has excellent accommodation for first  
class passengers, and is fitted throughout with Electric Light and Fans and  
also carries a fully qualified Surgeon.  
SHANGHAI LINE—Sailings approximately every five days between Canton  
and Shanghai, sometimes calling at Swatow.  
Steamers on this line have a limited amount of passenger accommodation  
and through tickets can be obtained for Northern and Yangtze Ports via  
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.  
MANILA LINE—A weekly service is maintained with Manila by vessels with  
good passenger accommodation, sailings from both ports every Friday.  
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo,  
calling at Hoichow when instrument officers.  
BORNEO LINE—One sailing per month between Hongkong and Sandakan by  
a steamer having up-to-date accommodation for passengers.  
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,  
Tawau and Lahad Datu.  
TIENTSIN LINE—A regular service is run from March to October between  
Hongkong and Tientsin, calling at Weihaiwei and Chinkiang.  
Under Straits Government Passport Regulations, All European Passengers  
leaving the Colony for Straits Settlements, are required to produce on arrival at  
leaving port their photographs and description affixed thereto.  
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JARDINE, MATHESON & Co., Ltd., General Managers.

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The above Steamer have excellent saloon accommodation for passengers and  
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be forwarded free on application.

Telegraphic Address "COUPON" THOS. COOK & SON.

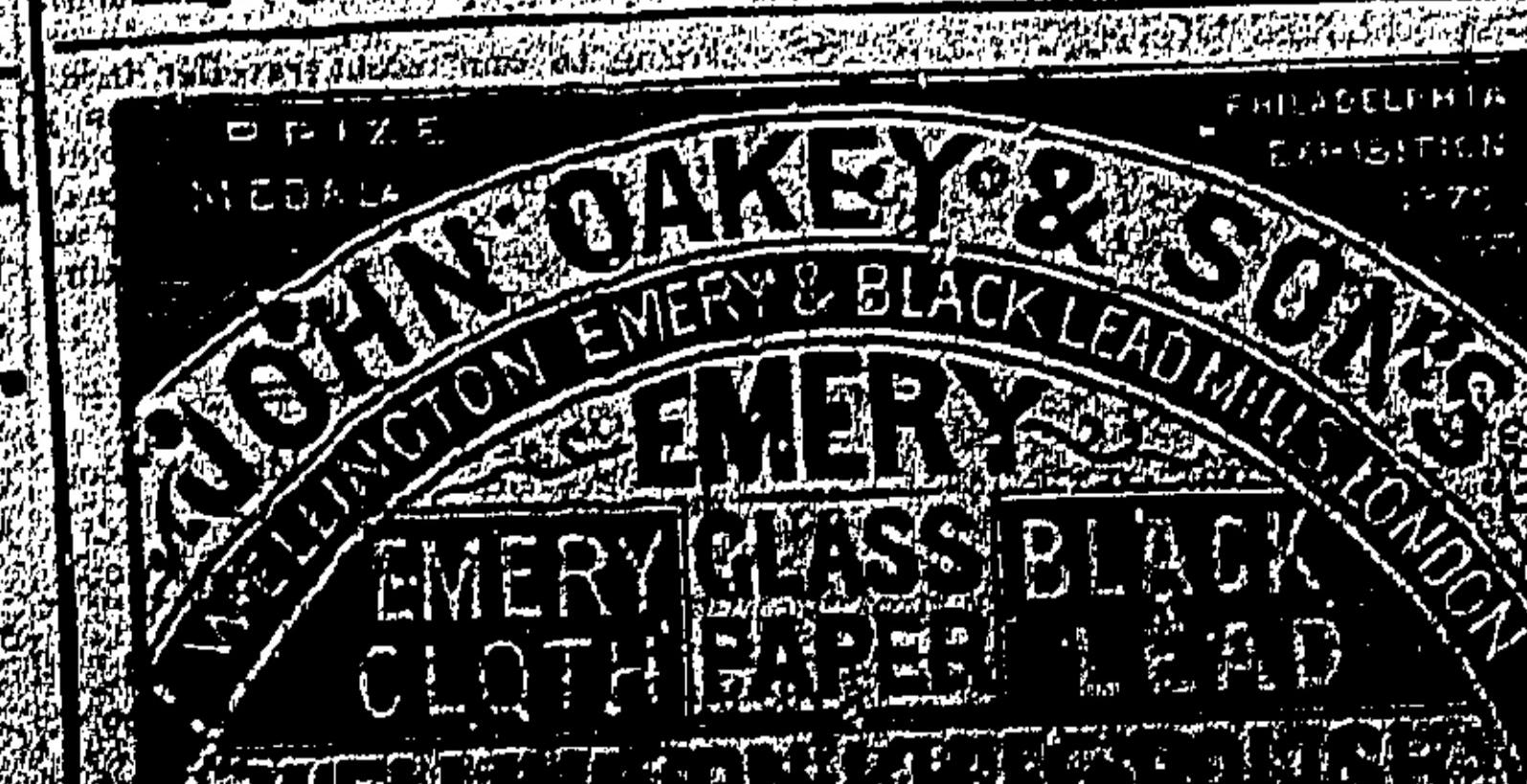
Hongkong Hotel Buildings, Hongkong.

No. 22 SHANGHAI, PEKING, YOKOHAMA, MANILA.

Other Offices: LUDGATE CIRCUS, LONDON, E.C.

Hongkong April 1, 1912.

WONG PING WA, Manager.



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REGULAR SERVICE OF Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers, Electric Light and Fans in Staterooms  
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAKKAN Capt. J. W. Evans TUESDAY, 3rd Dec. at 1 p.m.

HAKKAN Capt. A. E. Hodges FRIDAY, 6th Dec. at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to

DOUGLAS LAPRAIK & Co.

General Managers.

SHIPPING

P. & O. S. N. Co.

STEAM SHIPS  
STRAITS, COLOMBO, BOMBAY,  
EGYPT, MEDITERRANEAN PORTS  
AND LONDON.

Through Bills of Lading issued for BATAVIA,  
VIA PERSIAN GULF, GUNTHIEN,  
TAL, AMERICAN AND SOUTH  
AFRICAN PORTS.

THE Homeward Mail Steamer carrying His Majesty's Mail will be  
despatched from each port as usual taking  
Passenger's Bills for the above ports.  
Passenger's accommodation in the con-  
necting vessel is secured before departure  
from Hongkong.

Silk and Valuable Cargo for Italy,  
France and London (under arrangement)  
will be conveyed in this steamer  
proceeding via Bombay and there  
transhipped to the concarrying steamer  
for Marsella and London.

Parcels will be received at this Office  
until 3 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, sailing dates,  
etc. apply to

E. V. D. PARKE,  
Superintendent

Hongkong, Nov. 18, 1912. 2110

KONINKLYKE PAKETVAART  
MAATSCHAFFY  
(Royal Packet Navigation Co. of  
Batavia).

THE Steamship  
"Van CLOON,"  
will be despatched on or about the  
17th December, 1912, to:  
SWATOW, BELAWAN DELI  
and PINANG.

This Vessel offers excellent Cabin  
accommodation for Saloon-passengers.  
Wireless Telegraphy.

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JAVA-CHINA-JAPAN LINE,  
Agents.

Hongkong, Nov. 18, 1912. 933

INTIMATIONS

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(PUBLISHED ANNUALLY)

ENABLES traders throughout the World  
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MANUFACTURERS & DEALERS

in each class of goods. Besides being a  
complete commercial guide to London and its  
suburbs, the Directory contains Lists of  
EXPORT MERCHANTS

with the goods they ship, and the Colonial  
and Foreign Markets they supply;  
STEAMSHIP LINES

arranged under the Ports to which they sail,  
and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES  
of leading Manufacturers, Merchants, etc.  
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industrial centres of the United Kingdom.

A copy of the current edition will be  
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The London Directory Co., Ltd.,  
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## SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo	Due Marseilles	Due London
"	"	"	"	"

When Passengers change Steamers at COLOMBO

All accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND  
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Passenger may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS (ON TRANSPORTATION) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARESIELLES AND LONDON, CALLING AT SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. Proposed Salaries:

STEAMERS	Leave Hongkong about	Leave S'Pore about	Due at M'resilles, if calling about	Due London about
"	"	"	"	"

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs Godwin and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freights, Handbooks, Dates of sailings &c. apply to:

E. V. D. PARR, Superintendent.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Tama Maru, 12,510 tons SAT., 7th Dec., 11 a.m.		
Yokohama, Kamakura Maru, 12,410 tons SUN., 8th Dec., 11 a.m.		
Nagasaki, Kobe & Nikko Maru, 9,800 tons SAT., 14th Dec., 11 a.m.		
Yokohama, Kitano Maru, 15,980 tons SAT., 18th Jan., 11 a.m.		
Shanghai, Moji & Tama Maru, 7,000 tons WEDNES., 29th Nov., 11 a.m.		
Kobe, Bombay Maru, 9,850 tons SUN., 1st Dec.		
Liverpool via Spore, Penang, Colombo, Delagoa Bay & Cape Town, Thursday 1st, Townsville, Brisbane, & Sydney, Wednesday 7th Dec., 11 a.m.	Kaga Maru, 12,300 tons	
Melbourne via Manila Zamboanga, Thursday 1st, Townsville, Brisbane, & Sydney, Friday 2nd Dec., 11 a.m.	Tango Maru, 13,760 tons	
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal, Friday 2nd Dec., 11 a.m.	FEI, 2nd Nov.	
Bombay via Singapore, Malacca, & Colombo, Friday 2nd Dec., 11 a.m.	Kosoku Maru, 7,000 tons	
Calcutta via Singapore, Penang & Rangoon, Toyoko Maru, 15,210 tons SATUR., 7th Dec.		
Yoboshi Maru, 8,600 tons TUES., 10th Dec.		
Calcutta via Singapore, Penang & Rangoon, Yoboshi Maru, 8,600 tons TUES., 10th Dec.		

\* Omitting Shanghai, and/or Moji.

\* Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE VIA

Manila, Shanghai, Nagasaki, Kobe, Yokkaichi, & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

Fushimi Maru FRIDAY, 13th Dec., at 11 a.m.  
Kashima Maru SATURDAY, 14th Dec., at 11 a.m.  
Leaving Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA,  
3. MORI, Manager.

## SOME CURIOUS TAXES.

## STRANGE PLANS FOR RAISING REVENUE.

The net of taxation is now so widely spread that few new and profitable sources of revenue can be suggested even by the most expert volunteer. In the old days he had a far greater chance. Many excellent suggestions were then laid before Chancellors of the Exchequer and were adopted by them. Others were regarded as so fantastic that they were brushed aside with scant ceremony. There is one of the latter, however, that has come into its own since the war began. The entertainments of the present day was anticipated over 150 years ago by the inventive genius who proposed that all places of public diversion, including playhouses, operas, masquerades, Bazaar, Vauxhall, Sadler's Wells, and Astley—the famous resorts of the fair and the fashionable of his day—should be taxed. Another proposal was that the very statues in the gardens—and the lakes and the groves, the grottoes and the temples of those days were thick-set with statues of heathen gods and goddesses—should have a price put upon their heads. In addition to the suggestions of the volunteer financiers the Chancellor of the Exchequer has many finger-posts put up in past times to guide him on his fiscal path. Time was when taxes were put on the watches attached to the seals that dangled from the fobs of the beau or hung on the girdles that encircled the waists of the belles. Those who owned clocks were also regarded as fit subjects for special taxation. The "guinea-pig" tax—the tax a householder had to pay for every person in his household who wore a pigtail and covered his hair with jodhpurs—had its day and passed away. So, too, had a tax on soap—the impost that gave Lord North his nickname of "Old Sopsoad,"—and a tax on salts. Gloves and mittens were once taxed, and so also were scores of other articles and the shops in which they were sold. A duty was at one time levied on bricks, but by some curious process suffered a change into a tax on publications.

IT is the day looks kind a gloomy And your chances kind a slim; If the situation's puzzling And the prospect's awful grim; And the perplexities keep crossin' Till all the hope is nearly gone; Just dustbin up and grit your teeth, And keep on keepin' on."

"The inner side of every cloud Is bright and shining; I therefore turn my clouds about And always wear them inside out, To show the lining."

One of the Act abolishing it declared that the step had been taken "in order to erect a lasting monument" of their Majesties' goodness in every heart in the kingdom. Eight years later, unfortunately, the monument on the hearth was obscured by the shadow of the tax-gatherer at the window on the same ground. When the tax was in force people sought to evade it in every possible way, and even demolished their chimneys in order to obtain a reduction of the charge. The window tax was quite as unpopular, and was even more open to evasion. Windows were completely locked when the time for the assessor's visit came round, and were opened again as soon as he had made his assessment. This procedure was met by a provision by which a penalty of 2d. was imposed for every window reopened "without notice to the surveyor. Disputes frequently arose as to what was and what was not a window. "Window," according to the dictionary upon which the judges relied, was defined from "wind door," and signified any "aperture in a building by which light and air are admitted." A hole made for additional ventilation was held to be a "window" within the meaning of the Act, and so, too, was a hole through which coals were shot into a cellar. One appellant was assessed in respect of a cellar granting with iron bars to it, although so little light was "introduced" that it was necessary to use a candle in order to see. In yet another case a man who, under the advice of a distinguished sanitary reformer, had placed in the wall of his house four perforated zinc plates with the object of ventilating his pantry was held to have opened four additional windows. The tax was repealed in 1851.

INTIMATIONS

## ERECTOR.

The Toy like structural Steel

a Miniature of the

MECHANICAL WORLD

you will never grow tired of making

Erector Models because it's the most

FASCINATING TOY

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CHINA, TAIWAN, HONGKONG,

MACAU, TONKIN, LAOS,

THAILAND, CAMBODIA,

LAOS, VIETNAM, MYANMAR,

# YOUR LAST CHANCE! Do IT WELL!

## HEATHER DAY

FRIDAY, 29TH NOV.

8 a.m.	Sale of Rosettes
10 a.m.	Office to Office Collection
11 a.m.	Motor Car Procession
11 a.m. to 1	Music on Cricket Ground
Noon,	Auction of Gifts
3 p.m.	Opening of St. Andrew's Fair

Every Cent Raised to be sent to Scottish Hospitals, where  
Wounded Soldiers and Sailors are Treated

Irrespective of Nationality.

Every cent is needed for  
the great work of healing.

WE ARE PROUD OF THE BOYS WHO WON THE WAR! DO YOUR BIT, AND THEY WILL BE PROUD OF YOU!

### WEATHER REPORT.

November 27. 11 a.m. 30m.—No returns from Japan and Vladivostock. An anticyclone again covers N. China, and pressure has increased considerably over that region; it has increased slightly elsewhere. Fresh westerly will prevail along the China coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.01 inch. Total since January 1st, 101.30 inches, against an average of 51.83 inches.

Forecast for the 24 hours ending at noon on the 28th November:—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fair.

2.—Former Channel: N. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamock: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

### EXCHANGE.

Hongkong, November 27, 1918.		
On London—	Bank, Wires	2/31
On demand, ...	... On demand, ...	2/31
... 30 days' sight	... 3/31	2/31
... 4 months' sight	... 3/31	2/31
Credits, 4 months' sight	... 3/4	2/31
Documentary, 4 months' sight	... 3/4	2/31
On Paris—	... On demand, ...	42/4
Credits, 4 months' sight	... 44/4	42/4
On New York—	... On demand, ...	78
Credits, 30 days' sight	... 218	78
On Bombay—	... 217/4	218
Wires	... 217/4	218
On demand, ...	... On demand, ...	218
On Calcutta—	... 217/4	218
Wires	... 217/4	218
On Singapore—	... 218	218
On demand	... 129/4	218
On Manila—	... 157/4	218
On demand	... 157/4	218
On Shanghai—	... nom.	218
... 30 days' sight (private paper)	... nom.	218
On demand	... nom.	218
... 30 days' sight (private paper)	... nom.	218
On Kokkima—	... 146	218
On demand	... 146	218
Gold Leaf, 100 fine (per tael)	... 44.20	218
Gold sovereigns (buying rate) \$6. non	... 48.40	218
Silver (per oz.)	... 48.40	218
Bar Silver in Hongkong	... 35% prem.	218
Chinese Copper Cash	... 2% pm.	218
Chinese Copper Cents	... 2% pm.	218
Rate of Native Interest	7% p.a.	218
Chinese Bank Coin	... 218	218
Hongkong S. & Co. Coin	par.	218

### HUMIDITY REGISTER.

Barometer	Prev. day	On date	At 8 a.m.	At 12 p.m.	At 4 p.m.
72.94	70.04	73.24			
71	63	71			
76	83	77			
Direction of Wind	W	E			
Force	2	1			
Weather	Op.	Op.			
Humidity	1.04	0.0			

Station open at 7 a.m. Temperature at 8 a.m.  
Station open at 12 p.m. Temperature at 1 p.m.  
T. C. CLAYTON, Director  
H. G. HILL, Secretary

### OFFICIAL NIGHT.

The following Table shows the Standard Times at which Official Night and Day begin during the month of November 1918.

Date Times Begin

Nov. 27th 6.31 a.m. 6.30 p.m.

28th 6.31 a.m. 6.30 p.m.

29th 6.31 a.m. 6.30 p.m.

30th 6.31 a.m. 6.30 p.m.

31st 6.31 a.m. 6.30 p.m.

Dec. 1st 6.31 a.m. 6.30 p.m.

2nd 6.31 a.m. 6.30 p.m.

3rd 6.31 a.m. 6.30 p.m.

4th 6.31 a.m. 6.30 p.m.

5th 6.31 a.m. 6.30 p.m.

6th 6.31 a.m. 6.30 p.m.

7th 6.31 a.m. 6.30 p.m.

8th 6.31 a.m. 6.30 p.m.

9th 6.31 a.m. 6.30 p.m.

10th 6.31 a.m. 6.30 p.m.

11th 6.31 a.m. 6.30 p.m.

12th 6.31 a.m. 6.30 p.m.

13th 6.31 a.m. 6.30 p.m.

14th 6.31 a.m. 6.30 p.m.

15th 6.31 a.m. 6.30 p.m.

16th 6.31 a.m. 6.30 p.m.

17th 6.31 a.m. 6.30 p.m.

18th 6.31 a.m. 6.30 p.m.

19th 6.31 a.m. 6.30 p.m.

20th 6.31 a.m. 6.30 p.m.

21st 6.31 a.m. 6.30 p.m.

22nd 6.31 a.m. 6.30 p.m.

23rd 6.31 a.m. 6.30 p.m.

24th 6.31 a.m. 6.30 p.m.

25th 6.31 a.m. 6.30 p.m.

26th 6.31 a.m. 6.30 p.m.

27th 6.31 a.m. 6.30 p.m.

28th 6.31 a.m. 6.30 p.m.

29th 6.31 a.m. 6.30 p.m.

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9th 6.31 a.m. 6.30 p.m.

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11th 6.31 a.m. 6.30 p.m.

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13th 6.31 a.m. 6.30 p.m.

14th 6.31 a.m. 6.30 p.m.

15th 6.31 a.m. 6.30 p.m.

16th 6.31 a.m. 6.30 p.m.

17th 6.31 a.m. 6.30 p.m.

18th 6.31 a.m. 6.30 p.m.

19th 6.31 a.m. 6.30 p.m.

20th 6.31 a.m. 6.30 p.m.

21st 6.31 a.m. 6.30 p.m.

22nd 6.31 a.m. 6.30 p.m.

23rd 6.31 a.m. 6.30 p.m.

24th 6.31 a.m. 6.30 p.m.

25th 6.31 a.m. 6.30 p.m.

26th 6.31 a.m. 6.30 p.m.

27th 6.31 a.m. 6.30 p.m.

28th 6.31 a.m. 6.30 p.m.

29th 6.31 a.m. 6.30 p.m.

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31st 6.31 a.m. 6.30 p.m.

Dec. 1st 6.31 a.m. 6.30 p.m.

2nd 6.31 a.m. 6.30 p.m.

3rd 6.31 a.m. 6.30 p.m.

4th 6.31 a.m. 6.30 p.m.

5th 6.31 a.m. 6.30 p.m.

6th 6.31 a.m. 6.30 p.m.

7th 6.31 a.m. 6.30 p.m.

8th 6.31 a.m. 6.30 p.m.

9th 6.31 a.m. 6.30 p.m.

10th 6.31 a.m. 6.30 p.m.

11th 6.31 a.m. 6.30 p.m.